

25X1A

Approved For Release 2002/10/24 : CIA-RDP66B00664R000200010000-5

ORIG: [REDACTED]
UNIT: ~~DPD/SPB~~ ~~IDEA~~
EXT: [REDACTED]
DATE: 17 AUGUST 1961

TOP SECRET

1	DPD/SPB	4	DPD/CC
2	DPD/SPB	5	DPD/RI
3	DPD/SPB	6	

25X1A

TO: [REDACTED]

FROM: DIRECTOR

CONF: DPD (1-2-3-4-5-6-7-8-9-10)

INFO: S/C (11)

DL

TOR 1535Z 17 AUG 61

PRIORITY	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

OUT98305

25X1A

TO OPIM [REDACTED] INFO [REDACTED] CITE [REDACTED] 3020

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THE FOLLOWING INFO RECEIVED FROM [REDACTED] IS FORWARDED FYI AND
NEC ACTION ON REDEPLOYMENT STAGING AT [REDACTED]

"1. CAREFUL EVALUATION OF RECENT PROBLEMS ASSOCIATED WITH
FLAP MALFUNCTIONS INDICATES THAT THE CAUSE MAY BE ASSOCIATED
PRIMARILY WITH TURNAROUND SORTIES AND IS RESULTING FROM HEAVY
ACCUMULATION OF MOISTURE DURING DESCENT AND LANDING FROM FIRST
SORTIE WHICH FREEZES AFTER ARTICLE CLIMBS ABOVE FREEZING LEVEL
ON NEXT SORTIE.

25X1A

2. FLAPS WOULD NOT FUNCTION IN GUST POSITION ON ARTICLE 358
ON ARRIVAL [REDACTED] IMMEDIATELY AFTER LANDING FLAPS STILL
WOULD NOT OPERATE IN GUST, HOWEVER AFTER A BRIEF PERIOD OF
TIME, OPN WAS NORMAL AND INSPECTION REVEALED A VERY HEAVY
ACCUMULATION OF MOISTURE IN THE FLAP AREA.

COORDINATING OFFICERS

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RELEASING OFFICER

AUTHENTICATING OFFICER

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CLASSIFIED MESSAGE

TOP SECRET
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ORIG :
UNIT :
EXT :
DATE :

TO :
FROM :
CONF :
INFO : **PAGE TWO**

ROUTING			
1	2	3	4
5	6	7	8
APPROVED FOR CIRCULATION	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO INFO CITE

25X1A 3. ON FUTURE NIMBUS SORTIES THE EIGHT WING FLAP JACK SCREWS
ON EACH FLAP SHOULD BE CAREFULLY INSPECTED AFTER LANDING AT
[] AND THOROUGHLY DRIED WITH HOT BLOWN AIR IF AVAILABLE OR
AT LEAST WIPED DOWN PRIOR TO TAKE OFF.

25X1A 4. SIMILAR PRECAUTIONS WILL BE TAKEN ON ALL [] SORTIES
DUE TO THE PRESENCE OF HIGH HUMIDITY.

5. THIS PROBLEM IS BELIEVED TO BE ASSOCIATED PRIMARILY WITH
C MODEL ACFT BECAUSE THE FLAP DRIVES AT APPROX HALF THE SPEED
AS ON THE A MODEL ACFT, IN THE GUST POSITION, HOWEVER THE SAME
PRECAUTIONS SHOULD BE TAKEN WITH A MODEL ACFT TO MINIMIZE THE
POSSIBILITY OF A FLAP MALFUNCTION ON TURN AROUND SORTIES. "

END OF MESSAGE

25X1A
25X1A
for []
DPD/C/SPB

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COORDINATING OFFICER
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[]
DPD/SPB/C/IDEA

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